

RAILROADS OF INDIA.

EXTENSIVE THOUSAND MILES OF TRUNK LINES IN HINDOOSTAN.

The Finest Depots in the World, but Wretched Arrangements for Sleeping Apartments in the Cars—Return-Trip Tickets for Horses.

Correspondence of the World.
India has now 10,000 miles of railroad. It is as far from Calcutta to Bombay as it is from New York to Denver, and several trunk lines run across Hindoostan from one city to the other. There are branches from these which go up the Himalaya mountains almost to the borders of Tibet, and others which shoot off to the Khyber at the entrance to Afghanistan and a great distance from the new Russian boundary, which has been pushed on past Caspian. The day will come when we can travel from London to Calcutta by rail, though this presupposes the cutting of a tunnel under the English Channel. South India has many long lines of railroads, and the whole of Hindoostan, which is half the size of the United States, has a broad net covering it. The construction of these railroads has included engineering works fully as grand as the railroad making of the United States, and the keeping of them in order is more difficult. One of the great plagues of Indian railroad makers is the white ant. These insects eat every dead thing in wood form on the ground. If a pile of wooden ties is left out over night an attack of ants will have carried it away by morning, and there is no possible storage of wooden ties. Such ties as are in the roads are saved from destruction by the vibration caused by the running trains, which scares the ants away. It is the same with telegraph poles and fences, and the result is that the ties of most of the railroads are made of iron. I have traveled about three thousand miles over all kinds of railways in India. The telegraph poles on many of the lines are hollow tubes of galvanized iron, about as big around as the average man's calf, so made that they fit into one another and form a pole about ten feet high. To these poles the lines are strung, and many of the roads use such poles throughout their entire length. On other lines the telegraph poles are of iron rails, the same as those on which the cars travel. Two of these rails are fastened together by bars about a foot wide and this iron lattice work is set deep in the ground and the wire strung upon it. About some of the stations the fences are made of such iron rails, and through hundreds of miles along one of the Rajah's railroads in Western India I found fences of barbed wire with sandstone posts. These stones were a foot wide and about four inches thick and they stood about three feet above the ground. The wires ran through holes in them and the railroad men told me that they are much cheaper than wood.

THE MAGNIFICENT DEPOTS.

I am surprised at the magnificence of the depots in India. Here at Bombay there is a finer railroad station than any we have in the United States. It cost about \$1,000,000, and the architecture is the finest part of any building at Washington. At Calcutta there are fine depots, and even at the smallest of the towns you find well-made stone buildings surrounded by beautiful gardens, in which bloom all kinds of tropical flowers. Nothing about these stations is made of wood. The platforms are of stone, filled in with cement, and the cars run into the stations on a platform two feet below the floor, and the floor of the cars is just even with that of the depot. Each station has a first, second and third-class waiting room, and everything in India goes by train. The cars are first, second, third and fourth class and there are all on the English plan. They are about two-thirds the length of our cars and a trifle wider. They are not so heavy as the American passenger coach, and they look more like side, long boxes than anything else. Each of these cars is divided into compartments. In the first and second class there are only two compartments to the car, and the difference in these two classes is the number of seats in the compartment. If you will imagine a little room about ten feet long by five wide, with a roof seven feet high, in the center of which there is a glass globe for a light, you may have some idea of the Indian first-class car. You must, however, put two long, leather-covered, cushioned benches along each side of this room, and at the ends of these have doors with glass windows in them, opening inward. Over the cushioned benches the benches there are windows, which are let up and down like those of the American street car, and which are of the same size. The car is none of the finish of the American Pullman, and though you are expected to sleep within it, there are no signs of bedding or curtains. At the back of the car is a lavatory without towels, soap or brushes, and there is barely room enough for you to turn around in it when you are washing. The second-class cars are much the same, and there may be one second-class car and one first in the same coach. But how about the bedding?

Every man carries his own bedding with him in India, and these Indian cars give you nothing else but a lounge on which to spread a cotton monomer, a shawl or rug. You carry your own pillow, and the bedding of half a dozen passengers you will fill a car. Each traveler of the first and second class brings the most of his baggage into the train with him, and there is often as much as the contents of an American baggage car in one of these compartments. No one undresses, but all lie down with their clothes on, pull their shawls over their heads, and sleep the best they can. There are no porters to wake you up at the proper time, and your boots remain unlaced. Women traveling alone universally go into compartments reserved for women, and men traveling with their wives have often trouble in keeping together.

CLEAN FARE PAY THE BEST.

This baggage being brought into the cars and the trouble about getting and holding seats leads to the necessity, which exists in India, of traveling with a servant. All English and American travelers carry one or more servants along with them, and in carrying up your baggage you must add to the fare of the class by which you travel a third class fare for your native servant. This servant speaks English. Only rich natives travel second class in India. The bulk of the first and second class travel is made up of English and Americans. The natives, as a rule, go by the intermediate or third class, and the third class fares here are the cheapest in the world. They are, by ordinary trains, less than one-half cent per mile, and by mail trains only nine-sixteenths of a cent. But the third class passengers at this low rate pay more to the roads than either the first or second class, and railroad managers tell me they believe it will pay to reduce the rate much lower than it now is. Mr. Stewart, of the Denver & Rio Grande Railroad, in traveling with me, and he said that he had never been to touch before in our American railroad fares. He thinks the roads would make twice as much if their rates were reduced one-half, and that the reduction is sure to come. The English managers will appear

clap this, and the third class fares in England are the fares that fill the pockets of the stockholders.

Here in India there is a vast difference between the prices of the various classes. First class is on the Indian Poonindra Railroad, which is a fair type of the whole, 23 cents per mile. Second class is just one-half this rate, and intermediate one-half of second class. Third class is one-half of the intermediate, and the third class pays. The third class cars carry thirty passengers. They are divided into compartments with benches unenclosed, running so across the cars that the passengers face each other, and the passengers are packed in as close as sardines. They are always full, and these East Indian travel as much as do the citizens of the United States. I have yet to find a train in which the third class cars were not packed, and many of those upon which I rode had three times as many third class cars as first and second class. Each native carries a bundle with him, containing the brass pot out of which he drinks and also in the brass pan with which he cooks his food. Accompanied to the poorest of beds at home, a cotton blanket suffices for his traveling rug, and in waiting for the trains at the stations he often puts his shoe under his head for a pillow, and wrapping up his tramped head in the cotton cloth which covers his bare shoulders, sleeps upon the ground until the train is called.

RESTRICTIONS ON HINDOO WOMEN.

The Hindoo women travel as lightly as the men, but the two sexes are never put into the same cars. There are closed cars on all of the trains for high caste Hindoo women, and these have windows of blue glass in the first and second classes which permit the women to look out, but which prevent the men from looking in. These women come to the depot in closed chairs, and as they go to the train they pull their shawls close about their faces, though their ankles and calves, covered with gold or silver bracelets, often show. Inside of the cars the windows of the women's compartments are so fixed with shutters that there can be no looking out and in the train which carried me to Darjeeling there was one car covered entirely with canvas. I think that of a circus tent. This tented Hindoo train, however, who rode up the Himalaya Mountains through the finest scenery in the world, were thus shut in the stuffy darkness of this tent-like car, saw no more of the grandeur of the nature about them than they would have seen had they been tied up in so many leather bags and sent along as mail.

One of the greatest roads in India is the East Indian Railway. This railway has a curious method of investing a percentage of the wages which it pays its hands, which is found to work both to the interest of the railway and its employees. Wages are very low in India, but through this method many of the employees have become rich. All of the employees who receive over 30 rupees or \$10 a month have to pay 2 per cent of their earnings into a certain fund. These can pay as much more than 2 per cent as they please. The road receives the money, pays interest on it, and upon their leaving the service honorably gives them back double the amount they have paid in with interest. This seems incredible, but it is true. I saw an English clergyman told me that he knew a railroad employee who went in at \$10 a month and who will soon take out \$5,000. This method was entered into at the time the railroad was built. The managers were hard up for capital and they wished to load the hands to them. The company is now prosperous, and it keeps up the same system.

ENCOURAGING THE EMPLOYEES.

Speaking of railroad wages in India, I find that section men there work for from three to five cents a day, and that the roads can get all the men they want at these prices. Engineers work at four cents a day, and they are about the highest paid of the railroad employees. They get about \$70 a month while running regularly, but they can increase this by extra running to \$85 or \$100 a month. The Indian railways have no conductors in our sense of the word. The tickets are collected and examined by men at the various stations, and the guard who manages the train in other respects has nothing to do with the tickets. Such guards get about \$25 a month, and on the smaller roads they receive from \$7 to \$20 a month. The most of the guards are natives or half-breeds, while a majority of the engineers are English. I don't think the English engineers are as well posted as our American ones. I asked one of them the weight of his engine. He stammered and replied that he did not know. The American engineer can tell you just what his engine weighs, how much steam she carries, and all about her.

The engines here are lighter than ours, and the whole equipment of the railroad is upon a smaller scale. Most of the freight cars are made of iron, and you could crowd three of them into one American caboose. They carry, on an average, about six tons, have no trucks and only four wheels. Our freight cars will carry from forty to fifty tons, and some of our narrow gauge cars carry forty tons. If these Indian trains had such cars they could carry from seven to eight times the amount they now do, but the people have never been accustomed to large cars, and they stick to the old ways. None of these freight cars are managed by brakes from the top, and you see no brakemen standing along on the tops of the trains. Freight in India is measured by the mound, or eighty pounds. Freight trains are called goods trains, and I find some curious rules in regard to freight. Return trip tickets are issued to hotels, and candles cost 12 cents per mile per ton, and four candles can be put on each truck. Elephant calves are transported at the rate of 6 cents a mile, and as to other animals, the cost for them is gauged at the rate for dogs.

CURIOUS RULES ABOUT ANIMALS.

No dogs are to be taken in the cars, and no return tickets are issued for dogs. Many of the baggage cars have dog compartments, and cats, monkeys, rabbits and guinea pigs are sent along at dog rates. Not long ago a woman came to one of the stations with a turtle in her hand and was about to enter the car with it when the guard stopped her. She showed him the turtle and asked him whether she could take it in the car. He replied: "Yes! Cats are dogs and monkeys are dogs, but turtles are fish, and there is no rule against fish."

Nearly all the railroads in India are under the Government, and many of the roads were built by the Government, guaranteeing 5 per cent to the stockholders, on the condition that the profits above 5 per cent shall be equally divided between the Government and the stockholders. Over others of the roads the Government has a sort of control, and the result is that the tenure of place on the railroad is much the same as that of the Civil Service of England. Men expect to stay a lifetime when they enter the railroad service, and there is no danger of their discharge during good behavior. There are no strikes in India, and a position on the railroad is considered very desirable by natives.

The laws are, on account of the Government owning the roads, almost altogether in favor of the road, and our farmers would rise in indignation at some of them. If an American has a cow killed on the track of a road running through his farm the railroad company pays well for it. In India the owner of cattle found trespassing on the railroad is liable to a penalty of \$3.50 for each animal. Any man who drives any animal across an Indian rail-

way, except at certain appointed times and places, is liable to a fine of \$17, and any man who enters a car reserved for females can be fined \$35. The man who tries to get on a train here after it is started will be fined \$7, and any one who attempts to defraud the railroad company in any manner is liable to a fine of \$16.

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Rates: Not over \$5, 5 cents; over \$5 to \$10, 6 cents; over \$10 to \$20, 10 cents; over \$20 to \$30, 12 cents; over \$30 to \$40, 15 cents; over \$40 to \$50, 20 cents.

Our rates are the lowest and the security afforded is absolute. Receipts are given, and orders lost or delayed can be re-issued without any delay or inconvenience.

Insurance companies, co-operative benefit associations and business men generally will find them a great convenience, as they can be deposited in banks, same checks and drafts, and are redeemed through the bank clearing-houses in all the principal cities. For further information apply to any agent of the company. Office, 37 South Court street.

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The Widow's Testimony.

(Copy.)

Rosa Witherspoon, Manager Mutual Reserve Fund Life Association New York City, No. 1 Madison street, Memphis, Tenn.

Accept thanks for \$7,500 payment in full, before due, for policy No. 60,612 and 78,880 on life of my husband, D. W. Hughes (late of firm of Hughes & Haller). After trying your company two years for \$5,000 he dropped his policy in Mutual Life Insurance Company of New York, for \$1,000, and took another policy in your company for \$2,500, because it did not cost any more than he paid for the \$1,000 policy in the Mutual Life.

ELIZABETH M. HUGHES.

Jackson, Tenn., June 10, 1889.

Rosa Witherspoon, Manager Mutual Reserve Fund Life Association New York City, No. 1 Madison street, Memphis, Tenn.

Accept thanks for \$6,000 payment in full of policy on the life of my husband, George Baymiller, before due, and also for the offer of \$900 advance payment for immediate necessities, as the liberal custom of your company. I am grateful to you for showing Mr. Baymiller that he could carry this policy of \$6,000 about as cheap as he was paying for one of \$2,000 in the New York Life Insurance Company, which he dropped to make the sum of \$6,000.

June 11, 1889.

Mr. Baymiller was at the time of his death manager of the Brinkley Lumber Company, Memphis, Tenn. I would be pleased to call and show plans of this company to persons wishing life insurance, who may address me through the mails.

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Lemon Elixir will not fail you in any of the above named diseases, all of which arise from a torpid or diseased liver, stomach, kidneys, bowels or blood.

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This Illinois Central Railroad will celebrate the Fourth of July by selling round trip tickets on July 3 and 4 between all stations on its line, good to return until July 6, at one fare for the round trip.

For more information, see circulars.

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Have Memphis Steam Lanes of order and travel with equipments. Here we have always lying in

THROW AWAY YOUR CRUTCHES

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That Will Make Them Leap With Joy.

Among the many human ills in the treatment of which Dr. Hartman has been pre-eminently and astonishingly successful, one of the most notable is rheumatism. Having treated thousands of persons suffering with this most painful affliction, he has become thoroughly familiar with every phase and peculiarity of the disease, and has acquired a skill in handling it that approaches as near the miraculous as anything in the way of human power can attain. For this reason, there is no man living in the United States to whom one can go for advice on the subject of the prevention and cure of rheumatism with as much confidence and assurance of satisfaction as to Dr. Hartman. He was talking one other day on this very subject, and what he said is worth repeating: "You see that man there," he began, pointing to a person of middle age who was passing by bent almost double, leaning on a cane, and making his slow way along the street with evident pain. "Now that man undoubtedly at times suffers the tortures of the damned. His life is a long drawn out agony to him; and he not only suffers the most excruciating agonies, but he is totally unfit to attend to his business. Sometimes, for days at a stretch, he is confined to his bed, an absolutely helpless invalid; and then when, by means of crutches or cane, he is enabled to get out on the street, his condition is such as to render it impossible for him to do any active work. Certainly such a life is not worth living; for death is preferable to an prolonged torture. I haven't the slightest doubt that he has prayed for death a thousand times."

"And yet there is no need for all this. That man need not suffer that way, nor need he pray for death to relieve him of his anguish. His case is neither desperate nor hopeless. I have seen thousands of cases just as bad as this, and I know that they can be cured, because I have cured them myself. Whether the Rheumatism is Acute or Chronic, it matters not. Both can be cured, and cured permanently. One thing only is essential, and that is to fully understand the disease and to apply a remedy that will reach the true seat and real root of the trouble. The treatment of Acute Rheumatism differs, of course, from that of Chronic Rheumatism, and the skillful physician will readily distinguish between the two stages. I think I can best indicate the success of my treatment by relating the case of a man who had been afflicted with Rheumatism for years. He was a young woman who had very carefully exposed herself and had brought on an attack of Acute Rheumatism. She was laid up in bed with it and suffered most intensely. There was present every symptom of the disease—high fever and severe inflammation of the larger and many of the smaller joints, all of which were rapidly swollen, and very tender and painful. Her parents had called at least three of the leading physicians of the city, and though each had declared that he would soon have her on her feet as well and strong as ever, not one of them succeeded in even getting her out of bed, much less out of her misery. Her father came to me one day, in absolute despair, and begged me to go out and see what I could do for her. I saw at once that proper treatment would soon bring her around all right, and I told them so. They told me to take the case and do what ever I could to cure her. I at once began vigorous treatment. I put her on a course of Pe-ru-na, one dose every two hours, with Man-a-lin to keep her bowels regular. Then I gave her a teaspoonful of carbolic acid dissolved in hot water, and directed that the dose be repeated four times daily. I then covered the painful joints carefully with flannel and applied liniment. Giving orders to that treatment be strictly adhered to, I returned to my office. I visited her the next day and found her already much better. In ten days her father walked into my office. 'I hope your daughter is getting better,' I said. 'Better' he replied. 'Why, she is well! She is not only out of bed, but her pain has all left her and she is as bright and spry as a cricket. I never saw such a medicine as that Pe-ru-na. If I'm ever without it, it will be because I haven't got a dollar to buy a bottle of it with.' With that he handed me a most generous 'appreciation' and bade me good day.

"The other was a case of chronic rheumatism, and a most severe one. The patient was a young man who had taken a trip into the country in an open buggy on a very wet, cold day, and was soaked to the skin and chilled through before he got back. That night a severe pain set in in his left shoulder, and he awoke the next morning to find his shoulder badly swollen and a partial paralysis in his left arm. His agony was terrible. And the worst of it all was that the swelling and the pain spread, day by day, until nearly every joint in his body was horribly swollen and painful. He was unable to move, and the pain that racked him from head to foot was almost unendurable. His face was so swollen that he was unrecognizable. Then came fever, as might have been expected, and this wasted the poor fellow away until there was nothing left of him but a mass of skin and bones. It was indeed some of the best doctors of Columbus use every means known to them to cure him. He got worse instead of better. Finally they were compelled to give him up altogether, and indeed, his sufferings were now so great and so intense as to hopelessness that death itself would have been welcome at any time. At this critical juncture they sent for me in post haste. The moment I laid eyes on the young man I saw that his case was a most serious one and his condition a most critical one. It was evident that total paralysis was not far off unless something was done for him at once. Without a moment's delay I gave the patient a tablespoonful of La-cu-pia, and gave directions to repeat the dose before each meal and at bed time, not to increase the dose until a tablespoonful at the end of two weeks. I then applied a clay poultice to the inflamed joints, to be changed every three days, each discontinuance of the poultice to be followed by hot Pe-ru-na on flannel. The result justified my expectations and more than delighted the grief-stricken and anxious family. The beneficent effects of the treatment were almost immediately perceptible. Within two weeks there was a marked improvement. In a month after that the young man was able to get out of the slight enlargement of one of his joints, as well as to have been in his life, and it was but a short time after that that he was, hard at work, as hearty and strong as a young man could possibly be. It is needless to say that I was well paid for my services—receiving much more, in fact, than I had asked—while every member of the family has called upon me at least a dozen times to thank me for saving the life of their boy."

Northwestern Wheat Prospects.

St. Paul, Minn., June 28.—Reports received by the St. Paul & Omaha Road from points in Iowa, Nebraska, Southern Minnesota and Southwestern Dakota are favorable to the wheat crop prospects. The worst reports received indicate a crop equal to last year, while the rest are much better than that time.

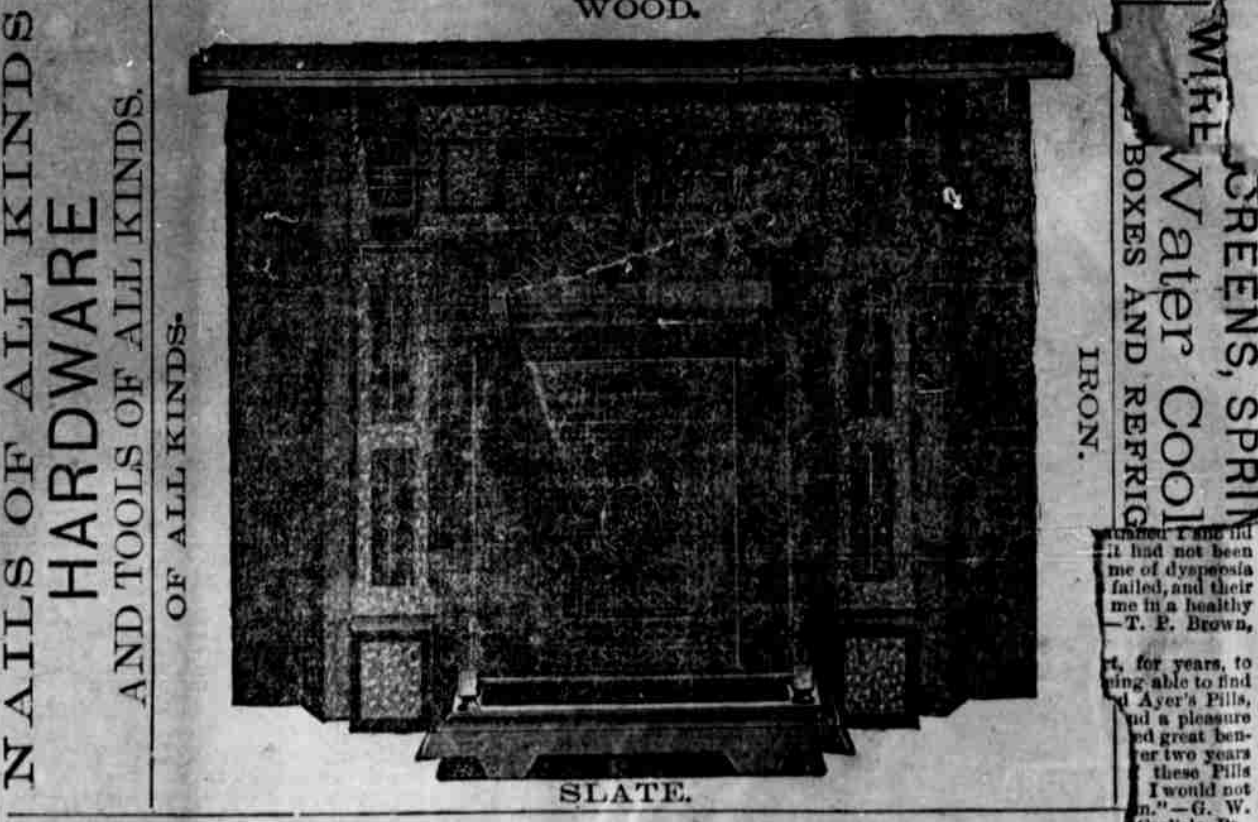
Kato heads are too many where they may be covered with a luxuriant growth of hair, raising the best of all records, that's all.

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